MARCH
2018

The SCUTTLEBUTT

The Canberra Model Shipwrights Society Quarterly Newsletter

Scuttlebutt \SKUHT-l-buht\, noun:
1. A drinking fountain on a ship.
2. A cask on a ship that contains the day's supply of drinking water.
3. Gossip; rumor.

Scuttlebutt in nautical terminology is a water fountain or water cask on a ship.
Water for immediate consumption on a sailing ship was conventionally stored in a scuttled butt: a butt (cask or small barrel) which had been scuttled by making a hole in it so the water could be withdrawn. Since Sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became slang for gossip or rumors.
The modern equivalent is the office water cooler, also a source of refreshment and gossip.

INSIDE

DATES TO REMEMBER

CMSS AGM TUESDAY 18 APRIL 2018
SYDNEY MODEL SHIPBUILDERS CLUB EXPO 18 SAT/SUN 18-19 AUGUST 2018
CMSS EXPO 2018 SAT/SUN 16-17 SEPTEMBER 2018

OBJECTIVES

To foster and maintain interest in building and constructing scale model ships, boats, associated fittings, gear, equipment, armaments and relevant items and structures and the pursuit of excellence in the field.

PRESIDENT'S MESSAGE

March, 2018
Dear Members,
Well, Christmas is now long gone and this issue of the Newsletter is another great one from Brian with a wealth of interesting articles on diverse subjects. Thanks to Brian and to all those who took the time to submit such good articles. From the interview with Bruce, I would say beware a visit from Brian! Seriously this is a great idea and I hope we will see it continue in future articles. It doesn't matter what you build or where you build it, there is always an interest there for your fellow Members. This year marks the 30th Anniversary of the CMSS and I would like to see this as an opportunity to pay tribute to those who have brought the Society to where it is today. Sadly, some of the founding Members are no longer with us, but this should be all the more reason to acknowledge their contributions. There are a number of displays in which we will take part during the year and we must take these opportunities to showcase the CMSS and its history.
Of course, EXPO is our prime event so please put on your thinking caps and come up with some ideas for promotion of the event as well as displays for EXPO itself.
As I have been known to say previously, the Newsletter will ever only be as good as you the Members make it. Please submit articles to Brian and share your experiences, ideas, visits, model making tips, workshop photos and anything else of interest. Short or long, it doesn't matter, everything goes together to produce a Newsletter worthy of showcasing our Society.
Next month sees our AGM. I would like to record here my thanks to the hard-working Committee for their continued efforts, to Steve for continuing with the website and helping out with the Newsletter and to Max for his great and compassionate work in keeping in touch with our not so well Members . This is not always an enviable task, but one which I greatly appreciate as I am sure do those who receive Max's cheery calls. Thanks all, great work. Positive proof also that Members, no matter where they reside can offer great contributions to the operation of the Society. (Continued page 3)

Committee Members 2017-2018

President Bob Evans	02 6226 8957 (H)
Vice-President Bruce George	02 6297 8691 (H)
Secretary Bill Atkinson	02 6288 1021 (H)
As.Secretary Ray Osmotherly	02 6254 2482 (H)
Treasurer Peter Hateley	02 6254 7229 (H)
Member Bruce Kirk	02 6290 0527 (H)
Member Joe Allen	02 6297 2495 (H)
Appointments:	
Membership Officer Max Fitton	08 9586 2759 (H)

Meetings

The Society will meet until further notice, at the Mens Shed at Melba on the third Tuesday of each month (except December and January) commencing at 7.30 pm.

Visitors are welcome.

Society Webpage

CMSS members are encouraged to visit our website at http:/ / www.canberramodelshipwrights.org.au. Instructions for using this website are on the site itself where members will need to register.

The webmaster will help you in any way possible.

We seek content for the website - every-thing from photographs of your models through interesting web-links and chat

Society Facebook Page

The Society now has a Facebook group to promote the Society and to attract new members. So please feel free to post items on the page and share it with your Friends.

EDITOR'S NOTE

This edition of the CMSS Newsletter has a good mix of reminisce, history, model-making and reflection. I am particularly grateful to Bob Evans and Steve Batcheldor for their progress reports on recent models. I am sure we all greatly enjoy such stories and learn a few wrinkles along the way as well as sharing in the writers' fortunes and sometimes commiserating with them in any setbacks. From my point of view, I like fishing boat models, whereas Steve notes he is a bit ambivalent about them, though, reading between the lines, he seems happy enough with his model of the Boulogne Etaples. The rewards are there.

A particular thank you to all the other contributors, who include Bruce George and Rod Carter. And special thanks to Bob Evans, who not only provided articles on two on-going projects, but also contributed his President's Report* and other material.

Members, please note, I would welcome stories from all of you.

In this issue we have introduced a new series on member profiles and Bruce George agreed to lead the way by making himself available for interview. I think both Bruce and I enjoyed the experience and I hope you enjoy the story we collaborated on.

And my thanks go again to Steve Batcheldor for his ongoing support and advice in putting this newsletter together.

**Bob is looking for another President (apart from him) to take over the helm, so at the AGM, let's accommodate him by finding another high achiever.*

Brian

bvoce@ozemail.com.au - Ph: 02-6238 1446

President's report - continued from page 1

I am hoping that Members will examine their commitments to the CMSS and step forward to take on positions on the Committee to carry the CMSS into the future. This is our 30th year so let's make it a year to remember for all the right reasons.

January saw another late Christmas Luncheon in beautiful downtown Murrumbateman, so thanks to all who came along (picture below). Great to see Barbara Torkington and Jim Allen also, you are always welcome any time. As usual for these functions I thank my wife Elizabeth who puts so much effort into making these events such a success. Perhaps a change of venue next Christmas would be a good idea?

February saw our first meeting of the year and as yet no exhibitions or displays have been held, but they will I can assure you! Obviously our focus this year will again be on Expo 2018. This will be held again at Mount Rogers Primary School on 15th and 16th September and our sincere thanks go to the Principal and her Staff for their support of this event. As I have noted previously, Expo would not take place without the use of this facility.

I am pleased to advise that we have been invited again to attend the Wagga Wagga Model Railway and Hobby display in November. We could not attend last year as the organisers had moved to a small venue that only allowed a focus on model railways. Apparently this was not successful and the event has returned to its original venue. This event gives us a chance to catch up with our Wagga members and also enjoy the convivial company of the Task Force 72 members. If you haven't been to one of these weekends, please consider doing so this year.

In concluding, may I extend an invitation to all those who read these Newsletters who are not CMSS Members to join up, no matter where you may live and share your hobby with us. Particularly, please feel welcome to attend our meetings at any time and also to partake in EXPO 2018. Non-members are always welcome to exhibit their work. EXPO is not a competition, just a chance for modellers to get together and for the public to be able to see what we do.

Think about it!

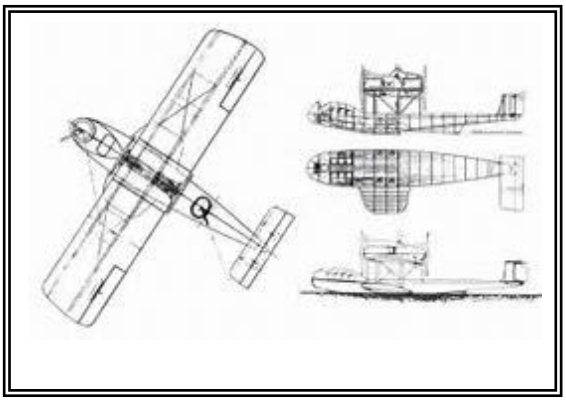
Best wishes
Bob
CMSS President.

MODELS IN THIS ISSUE

BOULOGNE ETAPLES – right
STEVE BATCHELDOR

AMERIGO VESPUCCI – left
BOB EVANS

PACIFIC GAS – left
BOB EVANS



And a boat from left field
DORNIER FLYING BOATS – left
ROD CARTER

Member Profile: Bruce George

FROM BIG BOYS' TOYS TO TOYS FOR THE NEEDY AND BEYOND

Bruce George and Brian Voce

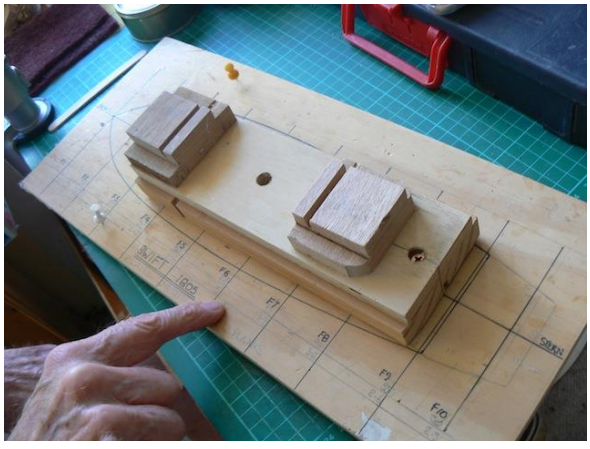
Right - Bruce in his workshop

You might look back on our vice-president Bruce George's background and see a pattern that pre-positioned him for a commitment to wood-working and model-making in later life. This included initially military service, PMG technical training, followed by an extended period in the Departments of Navy and Air Force which was in time to take him to all parts of Australia monitoring and over-seeing quality control of electronic, radio and radar equipment for the Navy and Air Force. Lots of big boys' toys.

Certainly, a glimpse into his two workshops (yes, two; read on) shows a man who is well set-up to pursue his hobby and interest. But, it all didn't happen overnight and his purchase and fitting out of bench, power and hand tools were choices and expenditure made over many years and, as always, subject to the usual balancing of funds with other imperatives and desires. Nevertheless, Bruce seems happy where he is and has a number of projects in hand and in planning.

Sitting in his workshop beneath an overhead supply of fine timbers, he discusses the (slow) progress being made on the Lady Nelson project, pointing out details of the model, seemingly complete at this early stage, but still needing remediation before proceeding further. A number of members have made parts and these are tied in neat bundles for later attention. This is a 'group' project Bruce is now managing after 20 years of off-and-on progress. He is convinced it is a worthwhile exercise, but is frustrated with how much time and effort are still required to move ahead.

We leave that discussion and move into a comfortable living space at the rear of his home, where he shows me his second 'workshop', a small well-lit desk-like area where a current project of his own, the pilot boat Swift, is underway. (Bruce's wife, Sue, has her own space within this home workshop area where she undertakes her amazing sewing and handcraft projects.) The hull, clamped in a rotatable vice is near complete, a cutting mat, small tools, glues and plans are within easy reach and a marked-out jig for the ship is prominent. Bruce explains how he uses the stations on the jig to work out the taper required for planks through measurement and simple calculation (pictured below). This enables him to pre-cut all his planks before beginning planking. He clamps and glues the planks - no nails - so that he can clear finish the hull to display his handiwork. "No cheat boards allowed," he emphasises.



Working background Bruce was born in 1939 at Gordon, NSW, and grew up on the North Shore of Sydney . After high school, he enlisted in the Citizen Military Force (CMF) in January 1956, serving with the 17/18 Infantry Bn, the 1 Division Signal Regt. and 8 Signal Regt. until 1969 with the rank of Staff Sergeant. After time in the Post Master General's Department (PMG), where he trained as a Telecommunication Technician, he commenced work with the Department of the Navy in the Naval Ordnance Design and Inspection Branch employed in the inspection of Naval ordnance components and equipment.

In December, 1963, he moved to the Quality Control Branch RAAF, Department of Defence. Duties included the inspection and quality control of electronic, radio and radar equipment for naval and air force ground and ship/airborne equipment, manufactured and serviced by civilian contractors. In 1974 he became STO (Field Projects) which involved carrying out the quality assurance on the installation of airfield radar systems, air traffic control towers and similar projects at various RAAF Bases. In 1981 a project related to the P3C aircraft took Bruce and his family to Adelaide for about seven years.

In 1988, promoted to STO 2, he transferred to Air Force Office in Canberra to a position in quality assurance policy development. Following a re-organisation of the Defence quality system, he remained in Air Force Office in an advisory, liaison and policy system group with promotion to Senior Officer (Technical). During this period he assisted with the development and creation of an Air Force training manual on quality system auditing and implemented the related training program for RAAF technical personnel at a number of RAAF Bases .

In 1996, after 35 years in Air Force and a total of over 42 years in the Public Service, Bruce took early retirement.

From Left – London Taxi model. Bruce working in no. 2 workshop on the Swift.

Bruce continues his story next page:

Home Life and Hobbies "As a young man I surfed most weekends in the summer, discovered the fairer sex and generally grew up exploring life in general. I took up judo as a sport and enjoyed it for several years until injured in a motor accident.

"In 1966 I met my wife to be and married in the later part of that year, with our daughter being born the following year. Following my marriage and with a young family there was not much time for hobbies, although we did join a car club and get involved with motor sport and rallying. My job from 1974 saw us travelling around Australia with work for a number of years, so hobbies were not practicable until 1981. We moved to Adelaide with my job and after a period I took up Go Kart racing which was a rather exciting sport to be following - very competitive.

"My move to Canberra in 1988 found us in a more stable environment, with a house and workshop; this is when my interest in word-working resumed. I joined the Woodcraft Guild of the ACT and helped form the "Toys and Models Special Interest Group". This group over the next ten-plus years manufactured about 400-500 toys each year and donated them to various charities at Christmas time. I gradually started to equip my workshop with the essential machine tools for wood-working and a reasonable range of the appropriate hand tools and benches. This took some time and expenditure.

Modelling "I became a member of the ACT Scale Modellers' Society in 1998 and started to build scale models in timber and some plastic kit models. At this point I had lost interest in building toys and started to build scale models.

"My wooden scale models, starting around 1997, began about nine months after retirement. First was a 1/12 scale Timber Jinker, followed by a Stutz Bearcat Car, a Jaguar sports car, 1/12 scale Horse-Drawn Baker's Cart , 1/12 scale 1830 British Canon and limber, 1/12 scale 1907 Rolls Royce , 1/12 scale Horse-Drawn Tip Cart, 1/10 scale 1942 Willys Jeep and Trailer and a 1/12 scale 1930 London Cab. Some of these models have won prizes at the Canberra Show and other model competitions.

"My father-in-law and I became very close and as he was a Naval Architect and experienced ship boiler-maker he had started to build model ships. I too became interested in the hobby. He was also for a period a country member of the CMSS.

boats and ships. I joined the Canberra Model Shipwrights, my first model being the HMAV Bounty Jolly boat at a CMSS Training Course. This was followed by a 1/25 scale Whale Boat (scratchbuilt), HMAV Endeavour Long Boat (scratch built), 1/16 scale HMAV Bounty Jolly Boat (scratchbuilt).

"In the interim I have restored a 1960 model RC cruiser hull, have a model of the Port Jackson Schooner part built, a North Sea Trawler undergoing rebuild, and a kit model of the 1805 Swift Pilot boat nearing completion. A Dumas kit of the tug Shelly Foss was recently purchased. I've also an interest in Murray River paddle boats and in particular the PS Adelaide for which I have the plans and a fair bit of data.

"I am also very interested in the wartime fishing boat the "KRAIT" which attacked Singapore on Operation Jaywick and have been to sea on her and have a fairly extensive set of data on the vessel and the raid.

" I also have a Nordic Viking ship on the bench, which was built by my father-in-law in 1989 and now belongs to my brother-in-law. It is in need of repair and re-rigging - another in-progress job.

"I've only built two ship kits and I'm beginning to think that they are more trouble than they are worth - costs are high, drawings, instructions and components are frequently inaccurate or incomplete. This causes lots of frustration and need for additional research and rework. I am seriously considering only scratch-building in the future . I have the equipment to make 90% of the components and enough ship plans and material to see me out. "

CMSS Involvement Bruce is a long-serving member and an enthusiastic and active supporter of the CMSS. Over the past few years Bruce has served on the CMSS Committee, is currently the Vice President and has been actively involved in CMSS demonstrations and events. In conjunction with Steve Batcheldor (CMSS Webmaster), Bruce compiled a paper titled "Scale Modelling Ships/Boats: An Introduction " which is currently on the society's website and outlines things to be considered before you start building model ships/boats.

LADY NELSON Last year Bruce took custody of the society's project, the "Lady Nelson". So far Bruce has done a fair amount of clean-up and repair of the hull and tried to get members interested in the project, with only mild enthusiasm. (See the progress/status reports in past newsletters). The project has the potential to provide a platform for newer members to get an introduction to scratch-building, but it relies on members to come forward and get involved. Please contact Bruce (contact details Page 2 of this newsletter) if you are interested. (Continued next page.)

CMSS Future, Way Ahead A final word from Bruce: "The society has had for a number of years a small band of enthusiastic Committee members and a

few members who at present seem to do all the organising and participation at events and demonstrations. The Committee has been trying to get more members to attend meetings and events, but we are still trying to discover the "magic" formula. The society will only ever be as good as its members and I see 2018 being a very challenging year unless the members get involved to a greater degree."

Below - HMAV Bounty Jolly Boat circa 18th century - scratch built from Artenania Latina design

Building the Boulogne Etaples – *Steve Batcheldor*

I am generally not that interested in building fishing boats but I have built a couple over the years. I had acquired a Billings kit of the Boulogne Etaples that had been sitting idle for some time and thought that it was time to give it a go.

On looking through the box, it seemed to be a relatively simple kit. The major wooden components were laser cut and loose timber looked to be of good quality. The instructions and plans were sufficient in that they gave detail on the building sequence, but like many kits they did not expand on how to do things. There was also a substantial fittings kit supplied which contained some good quality fittings to help with finishing the model.

I followed the building directions during the construction first making the frames and keel then planked the hull with the supplied timber strips. I wanted to make this a radio controlled model so it was important to ensure that the hull was water tight. To help strengthen and seal the hull I covered the outside with a thin layer of fibreglass and polyester resin. The rest of the construction again followed the recommended steps in the instructions.

The major components of the model constructed. Note that the hull has been covered in fibreglass.

I find the biggest job when building a wooden kit like the Boulogne Etaples is the sealing, filling and sanding of the wooden parts so that the grain of the timber does not stand out. In this case I just used several coats of paint sanded and scraped in between until I was happy with the finish.

Several coats of paint were used to fill the grain of the wooden components.

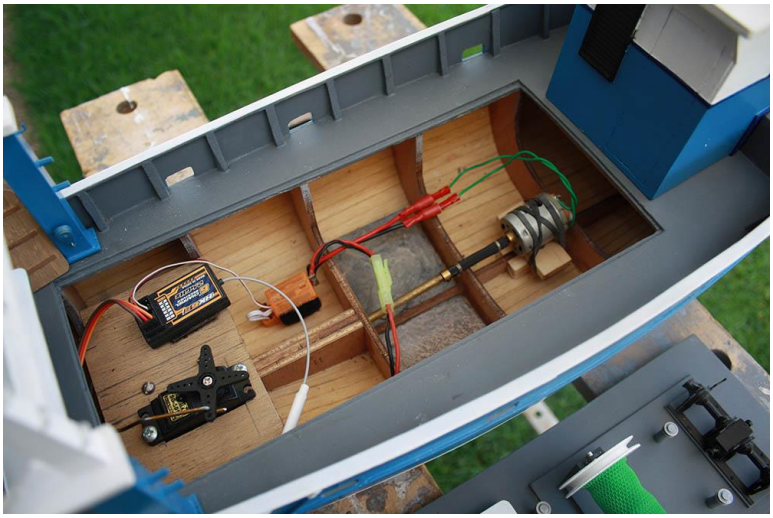
The model was fitted with a small electric motor attached to the propeller shaft controlled through an electronic speed controller. I also fitted a standard servo attached to the rudder for steering. The electronics were powered by a small LiPo battery. I had to place about 400gms of lead sheet into the bottom of the hull to bring the model to a suitable level when in the water.

Overall this was a simple yet enjoyable kit to build. I still have a few bits and pieces to add to finish this model off but it has already had a couple of runs on the water and I am very pleased with its performance.

The model painted and almost complete.

(More pictures next page.)

Building the Boulogne Etaples – continued



Left - The simple electronics setup.

Below - The Boulogne Etaples model on the water.

Modelling the LPG Tanker Pacific Gas (Part 4)

Bob Evans

I will start by showing a picture of where I am up to with this project so you don't think it's a figment of my imagination.

OK, I know it's not finished and I'm 12 months behind, but Rome wasn't built in a day, a maxim much loved by modellers, especially myself!

Our Editor has asked if I would start this article with some reminisces and this I will attempt to do. In Part 1 I gave some background on the vessel and my career with the Boral Gas tankers. This vessel's funnel marking is "LGC", Liquefied Gas Carriers of Port Moresby. The other LGC tanker at the time was the Fiji Gas belonging to LGC Fiji and registered in Suva. I was to spend a number of years on this vessel as Master, but maybe more of that later. The gas system on Pacific Gas (PG from hereon in) allowed for safety release valves to lift if the maximum pressure was exceeded and the gas led to the vent riser on No1 tank which you can probably see in the photos. No real problems there, but there was also what was known as a catch pot attached to the compressor in the forecastle compressor room. The purpose of the catch pot was to collect any liquid that might be present in the vapour lines and allow it to be blown off. The problem was that this discharge pipe was just above the waterline and so the ensuing discharge (remembering that the expanding liquid became vapour and a little became a lot when it hit the air).

Continued next page.

No problem until you add a raft load of PNG port workers with their compressor and chipping hammers doing some maintenance, unbeknown to me, under the wharf and quite close to the ship. Those with gas barbeques will appreciate the possible consequences from a spark! The first we knew was the yells coming from under the wharf as a gas cloud rapidly approached and the splash of an expensive compressor. Fortunately no-one was hurt or drowned, but what remains of the compressor is probably still resting on the bottom of Port Moresby harbour.

I had a visit shortly thereafter from the irate Australian Harbourmaster threatening all sorts of action, until I pointed out that he was guilty of a severe breach of his own regulations and might like to reconsider his words and apologise to me instead. This he did, but with little grace.

After the same fashion was the instance of the ship berthed opposite us. This was not the best arrangement from a safety perspective as you can imagine. A Japanese gentleman emerged from the accommodation with the ever-present cigarette dangling from his mouth as another gas cloud approached him. I could only watch and wonder, somewhat bemused

by the look of horror on the man's face, as to what might happen. I am unclear as to what he did, but I'm sure he swallowed it! I am here to tell the tale so whatever he did was effective.

By now Brian is probably wondering why he asked me to do this! The PG was also my first experience at ship handling. The company very generously (truly) paid for Masters to gain exemptions for entering and leaving various ports without taking a Pilot. The loading ports of Brisbane and Westernport (next bay to Melbourne) were paid, provided we did other ports that permitted such a thing without being paid. This applied to the ports we went to in Queensland and of course some of the ports in PNG, Fiji and Norfolk Island.

Much is said about ship handling and much was written (Danton's Seamanship) for students attempting their certificates of competency. Ship handling was a favourite with Examiners but there is a vast difference between reading about it, pushing little wooden ships around the Examiner's desk and actually performing the task! My first experience was putting the PG alongside in Brisbane the day after gaining my Brisbane Pilotage Exemption. My nerves were shot I can assure you! With nothing but a single propeller attached to an underpowered engine, no bow or stern thrusters and certainly no tugs or nice little boats to run mooring lines, life was not going to be easy and I began to wonder why I didn't take my mother's advice and take a job with a bank!

True, at 65 metres in length, PG was not huge, but everything becomes relative. The manoeuvre, however, was a success, much to my surprise (and possibly that of the Chief Engineer who did the engine movements from the bridge control). I did however throw away Danton's and learnt that only experience, based on good principles, would do the job. This continued to be the case throughout my time as Master with no major catastrophes.

Now I should move on to the modelling bits.

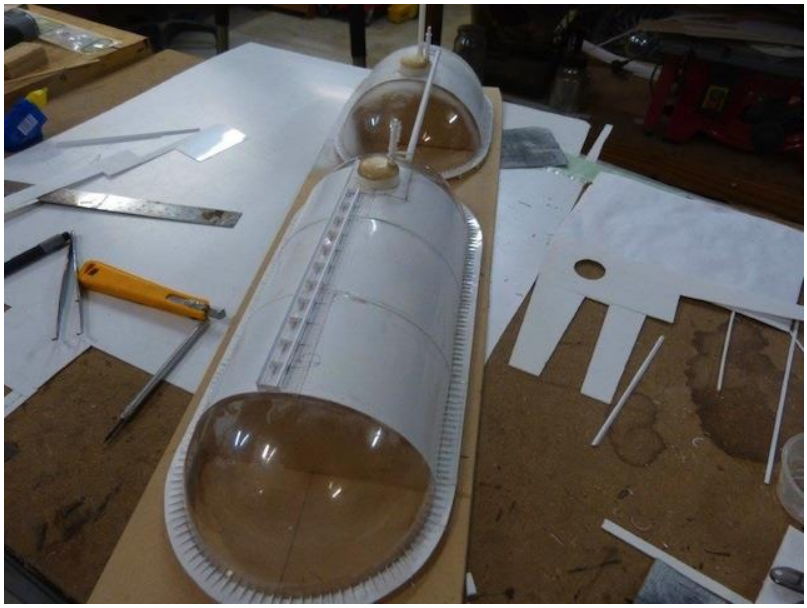
(Continued next page)

QuickTime™ and a
decompressor
are needed to see this picture.

The superstructure is now all clad with plastic card and the side pieces fitted. The starboard side is set in to allow for the gangway stowage. As I said previously, if this were not to be motorised then the problems encountered would have been much less. In attempting to keep tolerances well down, but still being able to remove the superstructure in its entirety, I found that the side walls were too flimsy so a false deck had to be added to make the whole thing as rigid as possible.
The picture above should indicate what I mean.
On the right is the funnel under construction. I opted to build a framework and clad in plastic card. This I did by making a profile and a base and top shape to which were added another four vertical profiles to give sufficient rigidity and shape. To this was added the brass soldered framework and exhaust stacks. The top was given a spark arrester, a most important item! This was made from a scrap of black nylon tights, not mine I can assure you.

The completed funnel is shown in position and with markings. The white bands are from pin stripe and the LGC marking and frame were cut (very carefully) from thin plasticcard.

This picture shows the superstructure in place. The wheelhouse top is not yet glued in position as more detail needs to be added to the wheelhouse as my memory slowly provides more detail. The mast is in place with the radar, horn and lights (non-working) to be added. The small, unclad hatch will give access to the rudder and servo and will have the after windlass attached to it. (Continued next page)



For a bit of light relief I turned my attention to the cargo tank area. Again, the need for this to be removable creates headaches (migraines?!) in that the whole deck, cargo tanks and associated catwalks, cargo pipelines etc, etc must be removed as one piece. I think the biggest problem will be making the catwalk rigid enough where it meets the poop and forecastle decks as obviously it can't be secured in these areas.

The photo shows the work so far with the vent mast in position and the pressure relief system completed. The catwalk framework across the top of the after cargo tank has also been started.

That's it for now. I plan to do the floatation test shortly and that will determine whether I keep on down the motorised path, or whether I just keep the model as static.

More in the next issue, provided the floatation test doesn't mimic the real vessel and it sinks to the bottom.

(The vessel was purposely sunk in Bootless Inlet, Port Moresby as a dive site.)

CMMS LADY NELSON PROJECT - PART 3

EXPLORATION OF BASS STRAIT BY JOHN MURRAY - PORT PHILLIP

Following John Murray taking command of the Lady Nelson, he was ordered to proceed to Bass Strait and survey those parts not covered by the earlier voyages. The ship was victualled for a period of six months leaving Port Jackson on the 12th November, 1891.

Land was sighted on the 19th November that turned out to be Flinders Island and not the Kent Island group as intended. The ship anchored between Store House and Cat Islands and remained there until the 24th November. The Lady Nelson then proceeded to the Kent Group and anchored in West Cove until the 4th December. During this time the channel now known as Murray Pass was extensively surveyed using her boats. The Lady Nelson proceeded north-west, passing Wilsons Promontory and Cape Liptrap, and anchored in Western Port on the 7th December. Due to bad weather the ship had to re-anchor several times.

Leaving Western Port on the 4th January and after replenishing their water casks, they followed the coast to the west and saw a headland bearing north-west, distant about 12 miles and an opening in the land that had the appearance of a harbour. The ship sailed to within 1.5 miles of the entrance and from the masthead Murray observed a sheet of smooth water and what looked like a fine harbour. Because of a fresh on-shore wind they were not able to enter the harbour. Due to a south-westerly gale they headed for calmer waters on the eastern side of King Island remaining there until the 24th January.

Leaving King Island and heading north for Cape Otway, Murray sighted land on the 30th January to find that he was at Cape Shanks (Cape Schanck) and Grants Point instead of Cape Albany, having been blown several miles to the east. Lady Nelson returned to Western Port on the 31st January and sent a launch and six armed men with 14 days' provisions to the westward to examine the entrance to the harbour.

They returned on the 4th February to report that a good channel had been found into this new harbour and thus the Lady Nelson's launch was the first European vessel to enter Port Phillip. Due to light winds the Lady Nelson was unable to leave Western Port to explore the newly discovered harbour until 14th January. The ship entered the harbour at noon and Murray named it Port King. Governor King subsequently renamed it Port Phillip after the first Governor, Captain Arthur Phillip .

Murray and the Lady Nelson remained in port for 28 days and proclaimed the area in the name of the King George III and departed on the 11th March 1802, arriving back in Port Jackson on the 25th March. The city of Melbourne was eventually established and grew up on the north shore of the port.

In our next part we see the Lady Nelson and the Investigator (Capt Matthew Flinders) depart Port Jackson on an expedition to survey the area north of Port Jackson.

Bruce George (Vice President)

Right - *Bruce working on the Lady Nelson*

Dornier Flying Boats – Part 2 - *Rod Carter*

CLAUDE DORNIER is generally credited with the design of the first all-metal aircraft in 1911. In 1917, Ferdinand, Graf von Zeppelin permitted Dornier to form a separate division of the Zeppelin Aircraft Works, the Dornier Metallbau. With the cessation of hostilities in 1918, Dornier took full control of Dornier Metallbau and continued design and construction of aircraft under the company name. One of these, the Dornier GS I, was already under construction (since August 1918), a large twin-engined monoplane flying boat.

Dornier GS I

Because construction in Germany of aircraft with military potential had been forbidden by the terms of the armistice, Dornier was committed to construction outside Germany of aircraft with only passenger/freight capacity or light recreational aircraft. The GS I's military origins are implied by the location of the passenger cabin in the nose of the GS I, truncated to clear the tractor propeller, and therefore limited to six seats.

The GS I was almost entirely of metal construction with only the wing- and tail-covering being fabric. The hull supported Dornier's trademark sponsons for lateral stability on the water. The tail was of biplane form with twin vertical stabilisers and rudders. The wing was mounted on the hull by sturdy struts and the tandem power egg was located on the wing centre-line, the forward engine driving a tractor propeller and the aft, a pusher. The pilot's cockpit was located in the extreme nose, forward of and above the passengers' cabin, and the flight engineer's station and four fuel tanks were in the mid-hull.

The first flight on 31 July 1919 from the Bodensee (Lake Constance) was entirely successful. The Swiss Airline company Ad Astra tested the GS I for two months and it became the first aircraft on the Swiss civil register with tail code CH - 8 between October and 10 December 1919. The Netherlands and Sweden also expressed an interest in the aircraft and it was therefore flown to the Netherlands via Potsdam and Nordeney, a five-hour flight circa 3 March 1919. The GS I seems to have been an exceptionally robust construction. During its service with Ad Astra it was entirely out of doors with no hangaring, but at the end of its service required no extraordinary maintenance or repairs. It was reported that on one occasion when it was beached at Nordeney a gust of wind lifted the aircraft several metres and dropped it some 30 metres from the mooring point with no observable hull damage. Regrettably the aircraft apparently was demanded by the Allied Inspection Commission, but its crew elected to scuttle it in the Baltic Sea rather than hand the aircraft over.

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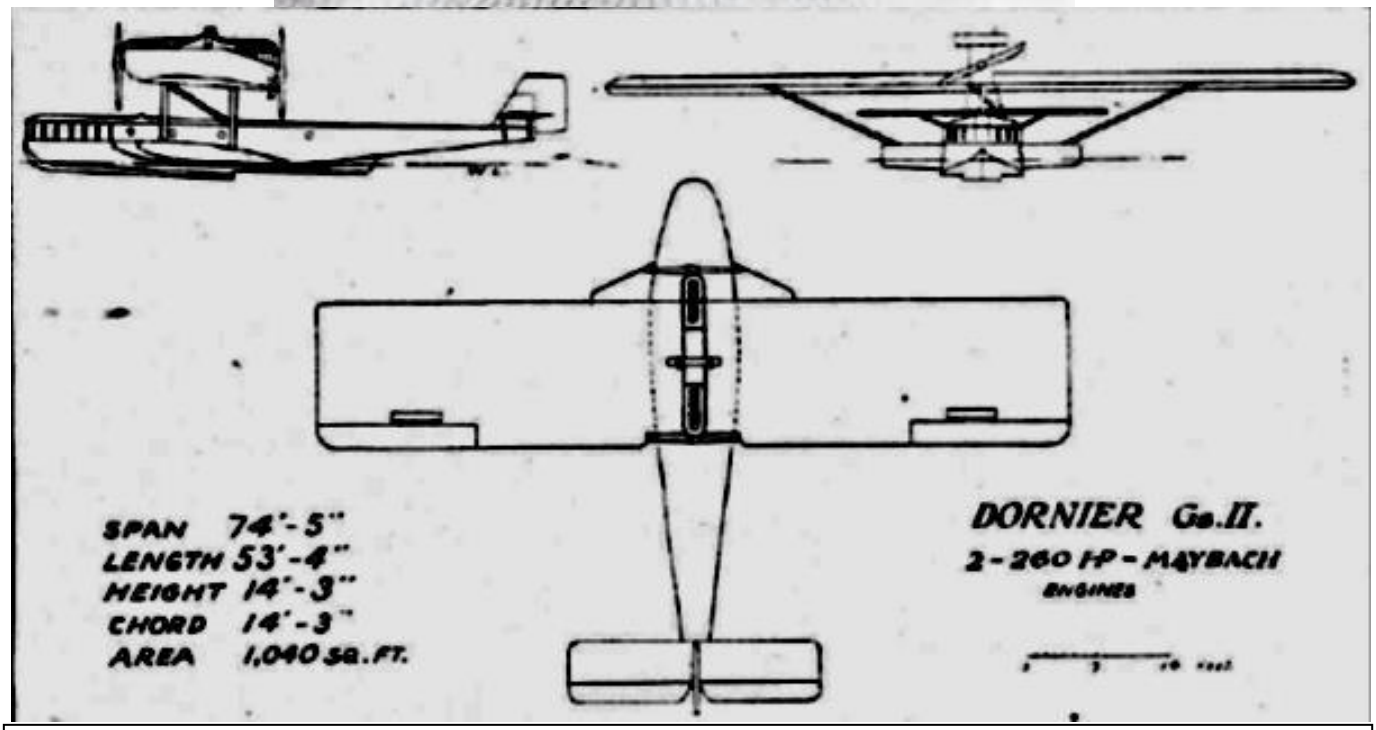

Wing Span: 68' 10.8 " (21.00 M) **Length:** 50' 2" (15.30 M) **Height:** 15' 5" (4.7 M) **Hull Width:**8' 2.4" (2.50 M) **Wing Area:**861.11 sqFt (80 sq M) **Empty Weight:** 8,346 lb (3,115 Kg) **Loaded Weight:** 11,561 lb (4,315 Kg) **Maximum Speed:**106 MpH (170 KmH) **Cruise:** 87 MpH (140 KpH) **Climb to 13,123 ' (4,000 M):** 52 Min 36 Sec **Service Ceiling:** 13,950 ' (4,250 M) **Range:** 373 imp miles (600 Km)**Engines:** 2 x 260 HPMaybach IVa piston **Crew:** 2

Dornier GS II

The Dornier GS II was designed from the start as a commercial passenger aircraft. It was essentially similar to the GS I, but replaced the biplane box-form tail with single tail surfaces and, by raising the wing slightly, the passenger cabin was extended aft giving space for nine passengers. The cockpit was located above and abaft the passenger cabin with side-by-side seating for the pilot and flight engineer.

Two GS IIs were under construction at Seemoos, but these were ordered to be destroyed by the Allied Control Commission and performance statistics are therefore not available. The basic form of the GS II presaged Dornier's first major commercial success, the Dornier J, more commonly known as the Wal (Whale).

Wing Span: 74' 5" (22.68 M) **Length:** 53' 4" (16.26 M) **Height:** 14' 3" (4.34 M) **Wing Chord:** 14' 3" (4.34 M) **Wing Area:** 1040 sq Ft (96.62 sq M) **Engines:** 2 x 260 Hp Maybach IVa piston.

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Dornier Libelle

A remarkable aspect of German industry following the 1918 armistice was the rapid rise and strength of light/recreational aviation. Although the Dornier concern didn't design or construct a large number of light aircraft, they did produce the Dornier Libelle, by the low production numbers typical of light aviation almost a commercial success. Initially named the Dornier A, the Libelle was a single-engine, parasol-wing monoplane flying boat with accommodation for two passengers. The Libelle I was of all metal construction apart from the aft wing and control surfaces which were fabric-covered. The hull mounted Dornier's trademark sponsons for lateral stability on the water and small skids on the hull planing surface allowed for landing on ice or snow. The wing was split in two and joined to a rigid centre-section which permitted the wings to be folded back for easy hangaring or transport on the ground. The detachable wings were braced to the hull with two struts on each side and four struts supported the centre-section above the open cockpit. A five-cylinder 60 HP Siemens Halske Sh4 radial engine was contained in a nacelle on the centre-line of the centre section. Two Libelle Is were built with an 80 HP Siemens Halske Sh5 engine. Accommodation was side-by-side seats with dual controls in the open cockpit with dual controls and a single seat behind.

The Libelle II was similar except for a 1.3 M extension of the wing-span and a .32 M extension of the bow to minimize spray discomfort on take-off.

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The first flight of the Dornier A (two Libelles were built as Dornier As, five as Libelle Is and seven as Libelle IIs) was on 16 August 1921. The production was 14 airframes (only 10 according to some
sources) and Libelles were exported to Australia, Brazil, New Zealand, Sweden and possibly Japan. A Fijian airframe, VQ-FAB, ordered in 1929 and delivered in 1930, has been restored and placed on exhibit in the Deutsche Museum in Munich. A land-plane version, the Dornier Spatz (Sparrow), with fixed wheel undercarriage but no sponsons, was built but the single airframe prototype apparently crashed early in test service. The Dornier Do 12, sometimes called the Libelle III was an entirely different design although of almost identical form being a single-engined shoulder-wing monoplane flying boat.

Crew: one **Capacity:** two passengers **Length:** Libelle I, 7.18 m (23 ft 7 in); Libelle II, 7.5 m (24 ft 7 in) **Wingspan:** Libelle I, 8.5 m (27 ft 11 in); Libelle II, 9.8 m (32 ft 2 in) **Height:** Libelle I, 2.27 m (7 ft 5 in); Libelle II, 2.4 m (7 ft 10 in) **Wing area:** Libelle I, 14 m^2 (150 sq ft); Libelle II, 15.5 m^2 (166 sq ft) **Empty weight:** Libelle I, 420 kg (926 lb); Libelle II, 475 kg (1047 lb) **Gross weight:** Libelle I, 640 kg (1,411 lb); Libelle II, 750 kg (1,654 lb) **Fuel capacity:** fuel 42 kg (93 lb)fuel + oil 10 kg (22 lb) **Powerplant:** Libelle I, 1 × Siemens-Halske Sh 4 5-cyl. air-cooled radial piston engine, 45 kW (60 hp) or Siemens-Halske Sh5 5-cyl 75 kW (101 hp) air-cooled radial piston engine; Libelle II, Siemens-Halske Sh5 or Sh11 5-cyl air-cooled radial piston engine or Blackburn Cirrus 4-cyl in-line air-cooled piston engine 75 kW (100 hp) or Bristol Lucifer 3-cyl 75 kW (100 hp) air-cooled radial piston engine **Maximum speed:** Libelle I, 120 km/h (75 mph; 65 kn); Libelle II, 145 km/h (91 mph; 79 kn) **Cruise speed:** Libelle I, 100 km/h (62 mph; 54 kn); Libelle II, 120 km/h (74 mph; 65 kn) **Landing Speed:** Libelle I, 80 km/h (50 mph, 43 kn); Libelle II, 85 km/h (53 mph, 46 kn) **Range:** Libelle I, 300 km (186 mi; 162 nmi); Libelle II,280 km (174 mi; 151 nmi) **Service ceiling:** Libelle I, 1,600 m (5,200 ft); Libelle II, 2,700 m (8,775 ft)

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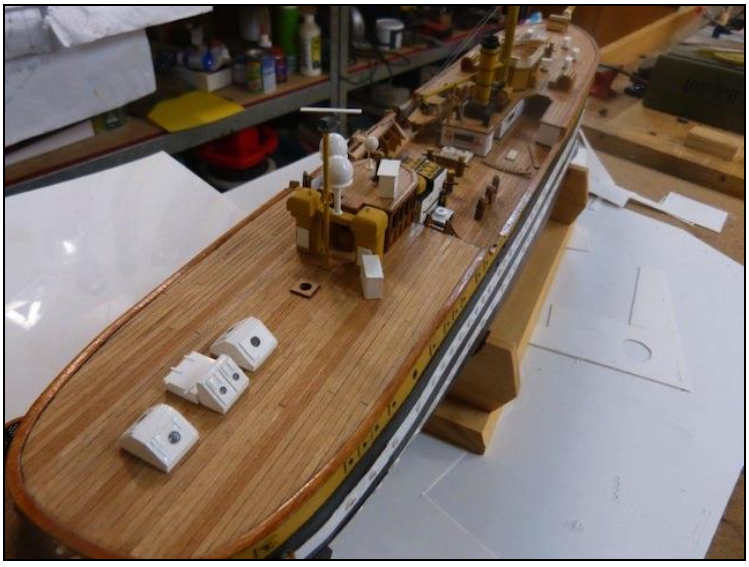
BUILDING THE AMERIGO VESPUCCI

PART 2 – *Bob Evans*

Since the last issue, work has progressed on the deck detail, but a renewed enthusiasm for the "Pacific Gas" has meant that the rate of progress on the Amerigo Vespucci has slowed somewhat. The photo below shows progress on the deck to date.



The same vessel is also produced by Mantua in 1:84 scale, obviously at a far greater cost. I managed to download the instructions for this kit which are far easier to follow, but unfortunately the detail is somewhat different. Modellers enjoy a challenge!

One of the problems with this kit, apart from the general lack of detail, is in determining what year is represented. Considering that the vessel was constructed in 1931 and is still operational to the best of my knowledge, there would have been many alterations and additions. Not the least of these would have been the addition of radar and communications domes. These are shown under construction (right). I have also added the standard compass on the wheelhouse top.

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That said the detail on many of the fittings is very basic. A good example is the mast and winches which comprise some basic brass cylinders and very little else.
I have replaced the mast with brass tube (the original was dowel) and the kit-supplied windlass as in the photo below.

Yet another area devoid of detail is the pin rails. All pictures I see on the internet show that the pin rails are fitted with pulley wheels as shown in the photo below. To achieve this I purchased the appropriately sized wheels from the Modellers Shipyard and used them to come as close as possible to the real thing, given the limited size to work with .

The overall deck detail was shown in the opening photo - detail is as shown below.
The first photo (below) shows the pin rail with additions previously mentioned, hatches as per the actual vessel, not as kit supplied and finally the addition of fire hoses and rope roller, also not kit items.

The next photo (below) shows the deck structure on the main deck forward of the aft wheelhouse. This uses the kit-supplied items (not many!) as a basis to add the skylights, handrail, rope roller and a properly configured hatch.

The final photo (left) shows the ventilators, skylight and fire hydrant forward of the forward wheelhouse. I have also added the bell which was not provided in the kit. The small vents were scratch built to replace the kit-supplied lumps of wood. I also stumbled across a picture of the rudder and propeller of the real ship. This confirmed that the underwater colour was the usual anti-foul colour and not black, nor white, as the kit suggested. (Continued next page.)

It also highlighted the lack of detail in the kit-supplied item and this was attended to by thinning down the stern frame and scratch building a replacement rudder assembly from plastic card.

The kit propeller also seems to me to be oversized, but I have left that as is.

I'm afraid my writings of this build are quite negative, but as I said in Part 1, the kit-supplied timber is good and the fittings, in the main are also quite good. The model could be built straight from the box and would probably look OK as the subject itself is quite interesting to look at, at least to me.

If I can refocus on this project, there will be more in the June issue.